

A BIG CROWD COMING

MANY WHEELMEN WILL WITNESS MEMORIAL-DAY RACES.

Series of Local Races to Be Arranged for that Day All Headed for This City-Local Men Training.

The indications now point to a crowd of several thousand wheelmen from out of the city to attend the Memorial day races. Last Sunday Will Kreitenstein, who has the L. A. W. union run in charge, was in the city. After consulting with local wheelmen it was decided to abandon it as a State union run, at least so far as giving that name is concerned. The reasons for this action are many. It was first decided to have the run Sunday, June 7. It was thought that, although bicycling is a perfectly innocent amusement, it might cause unfavorable criticism to bring a crowd of more than two thousand riders into the city on Sunday. Memorial day was the next best day. It will be on Saturday this year. There was an objection to making a State run on that day on account of the fact that there will be no races then at several points in the State. To obviate all this, it was finally decided that there would be no union run as such under that name, but that every effort would be made to bring as large a crowd to this city on Memorial day.

Haute expected to turn out a large crowd for the union run, but there will be races there on Memorial day. Terre Haute riders do not expect these races to draw a crowd from any point east of Brazil, so that it will not interfere much with the Indianapolis crowd. There are two or three other places where races will be held on Memorial day.

The plan is now to advertise a series of local runs to this city on Memorial day. They will really amount to a union State run, but cannot be advertised as such, for the reason that the entire State cannot be free to take part in it. Local clubs of the L. A. W. will be asked to assist in getting up parties to make the run. While there will be no regular schedule for the runs, it is expected that those who will come over the same route will arrange to meet on the way, so that all from each direction will reach here at the same time. It is believed that riders will come here from all parts of the State within a radius of seventy-five miles, and that the total number may reach more than two thousand.

To accommodate this large number of wheelmen, the dealers will be asked to close their riding schools for the day and use them for checking the wheels. The most available schools for the purpose are those of the Patee, the Waverly and the Crescent. The latter has a good riding school, but it is inconvenient for use as a check room. Hay & Willis will probably be asked to close it as a school for the day and allow the use of the rooms for receiving visitors. Of course the headquarters will be at the Indianapolis Cycle Club building, on North Delaware street.

It is believed that not less than eight thousand wheelmen will witness the races, besides the thousands who will look on who are not riders. The arrangements for the runs from out of the city will necessitate the changing the time of the start to about 10:30 o'clock, which will be at a time when many of the city people will drive out along the route to see the riders. For more than a mile they will have a stretch for a start, and finish over the same course. This will give an opportunity for thousands to witness the exciting part without undue crowding.

The prospects for this race are now so bright that it is proposed to make it an annual State event, in which case there would probably be no other races scheduled for any other part of the State for that day in the future. The prize list is already so large that it will attract the best riders of the State, and the course is one of the best in the West, making good time a certainty.

The local candidates for track honors are getting in shape for the Memorial day road races and expect to do well. The riders are a month and a half hence. From now on the fair grounds track will be the scene of much of the active training. There are no riders in the city who are training every day, except such as they may get by a search on some of the quieter streets during the evening. This is from the fact that there are no riders here who expect to earn their living by riding for bicycles which they cannot sell or give away.

Last Sunday Walter Ribble, Al Ray, Bert Wilson, O. R. McCarthy, Rollo Fisher, Sam Wilson, Jr., Will Bonfield and Marshall Levy were at the race track trying to get their muscles in proper condition to undertake a length of eighteen miles, the estimated length of the race course. If to-day is bright and dry the fair grounds will again be an attractive spot for wheelmen and many of them will try their wind on the track.

THE GUARANTEE SYSTEM.

Local Manufacturers Are Talking of Abolishing It.

There is talk among local bicycle manufacturers looking toward an agreement of some kind, whereby the guarantee system may be abolished altogether. There are two or three of the local manufacturers who would like to see formed a national association, which would regulate this matter, for they claim that the custom of guaranteeing wheels is expensive and not businesslike. They claim as precedent that no other class of manufacturers gives guarantees covering a year's time and no other manufacturers are so imposed upon as they are. The dealers who have considered the matter say they favor putting the wheel of each manufacturer on its merits, reducing prices and abolishing the guarantee altogether.

Such a course would hardly be popular, especially as the threat of some bicyclists is still in the experimental stage. The saving of a few dollars on the price of a wheel would hardly compensate for the satisfaction that comes with the knowledge that if anything breaks because of a flaw in the material the factory will replace it. The reduction proposed would amount to very little, for the dealers say that with the present demand there can be little reduction. It has been argued by one dealer that all manufacturers would agree to the abolition of the guarantee system on the grounds that each make of wheel would then be sold on its merits. To remain outside might indicate that the wheel could not stand the test and there might be something dishonest in its makeup. Should all manufacturers reach some such agreement or should a majority of them, it would bring a new era of the business. The public could then be made the victims of unscrupulous dealers who, under the guise of such a custom, would sell their wheels as the best, claiming them to be fully able to stand the test. The average buyer cannot judge a bicycle. Poor material may be covered with enamel, while a faulty tire may not develop as such until the owner is ten miles from home on a dusty road in August. In the great rush there has been in the bicycle business, very manufacturer occasionally sends forth a wheel which afterward shows some defect. The guarantees are at present all the buyer has to fall back upon, for when \$75, \$85 or \$100 is invested, one likes to know that he has the assurance of getting the worth of his money.

The manufacturers have their side of the question. They are constantly imposed upon. Wheels are returned to them with every indication that a break was the result of an accident, yet the owner will vow and declare that the thing broke while "I was riding along slowly on the asphalt." Buyers ask all kinds of things, expecting a

great deal, simply because they have bought a wheel. The public is not alone to blame, for the manufacturers in pushing their business to the front have been very generous and they educated the child which has returned to cause them trouble. It is hardly possible that any sort of agreement can be reached at present. After the business has become settled as other businesses have there may be some general method of sales adopted. Nevertheless dealers are becoming more rigid all the time in dealing with the public and they generally make some investigations before repairing or replacing a wheel. Greater care is being taken in making wheels and consequently dealers are more conservative in their methods.

DEFECTS IN NEW STREETS.

The South Delaware Brick-Car Tracks That Are Dangerous.

There is no one so well qualified for inspection of improved streets as a bicycle rider. Taking the average, riders can tell where every spot is and where any dangerous hole is located. They soon learn to know just where to find pavement that is a little wavy, but yet intact, so far as surface appearance goes. It did not take riders long to discover that Pennsylvania street, north of Seventh, had many cracks, extending its whole width, and that similar cracks have appeared on Talbot avenue and many other streets. They could find such things on a dark night when the moon is not working, and then not half try.

The abomination of all riders is the manner of laying pavements on streets with car tracks. If the pavement is laid between the rails it is laid so as to make a great bump for the wheelman in passing over. The street-railroad company's charter says that the rails laid shall be of the most approved pattern, but there never has been an effort to give them of anything but such a pattern as suits the company's purse. There is a rail—the Johnson—which does not interfere in the least with the use of streets by vehicles. It simply has a small groove on top, into which the flange of the car wheel fits, allowing the pavement to be flush with the rail on each side. The groove is not more than an inch wide, and vehicles in passing over it do not jolt a particle. Such rails cost from \$2 to \$3 a ton more than the kind in use here. Two blocks of an early pattern of this rail are laid on Pennsylvania street, between Washington and Ohio, but the street is not paved between the tracks, so it is scarcely noticeable to bicyclists.

Even with the present rails a great improvement could be made by laying a row of bricks against the inner side of the rails, the tops of the bricks being on a level with the top of the rails, and the asphalt next to the bricks. In a few instances this has been done, but the plan has not been generally followed.

A new brick street is the delight of the cyclists, but when the corners begin to get chipped off they are the first ones to notice the fact. Little depressions are also noticed by them before they would be by others. Such a street may be found on South Delaware. That street has never had the repairs it should have had, on account of trouble with the contractor, and it is now in a very bad condition. There were many soft bricks placed in the street, bricks that should have been condemned by the inspector, but were not, and now the contractor claims that, inasmuch as they were not condemned, he cannot be held responsible for their wear. In many places they have simply crumbled into nothing is left. The same was true of Coburn street, from Madison avenue to East street, but it has been partly repaired.

The many holes in the asphalt pavements are daily danger points for all riders. The holes that are on the route of any particular rider in his daily trips to and from work do not usually prove to be sources of danger, but when a rider goes at night on a street with which he is not familiar, he is in constant danger of taking a header. The holes are more numerous this spring than usual, and are larger. Within two blocks of the south end of Virginia avenue there are more than two dozen holes, varying in size from a foot to seven or eight feet in diameter. A plunge into one of them after night might result in a broken limb, but thus far nothing more serious than a broken wheel has been reported.

THE GIRL WITHOUT A WHEEL.

It Is Becoming Quite Embarrassing to Her Nowadays.

"It's getting awfully embarrassing for me," said Mabel. "Everyone talks wheel to me, and I don't ride. The other day I was down town, and, while standing at the notion counter in the dry goods store, a young lady next to me asked what kind of braid I got for my bicycle dress. I told her I did not get any braid—that I did not have a bicycle dress. 'You haven't?' exclaimed she, in the most aggravating tone and with that horrid infection that always exasperates me. 'Why not?' 'Well, for one thing, I have never had the craze for a wheel,' I replied, 'and, in the second place, my father does not approve of women riding the wheel.'"

"He doesn't?" and again she let her voice rise in that awful way. "Why not?" I felt as if I could fight her. And that is just the way it goes. I don't ride, and I don't want to ride, and I don't know why I should be persecuted by this bicycle fiend. If I turn out to be a liar you may know that it's just because I have had to invent speeches to stop people treating me as if I was queer, an escaped lunatic or something worse." And Mabel walked off down the street looking much troubled.

THE BICYCLE CARRIERS.

They Are Becoming a Common Sight on the Streets.

The use of the carrier by many of the larger stores for the delivery of small packages promises to be a great factor for improvement of streets and country roads. The time will come when free delivery will not be confined to the city, but packages will be sent into the surrounding country. The cheapness of this style of delivery of small packages will bring about this result, and when it is accomplished those interested will add their voices to the cry of the wheelmen for better roads and better streets. Already the carrier is becoming quite common on the streets, but the inquiries of managers of large stores indicate that before the summer is over most of the small package delivery will be made by this means.

Something the Shoppers Need. It is said that the popularity of the bicycle is going to revolutionize some matters. Contrivances that were not thought of a few years ago have appeared. Many people ride down town. Men who are in business and can take their wheels in with them

are well provided for, but the transient down-town visitor is the one to be assisted. In riding down town on the wheel there is no place to receive it. In the big buildings there are signs with large letters, "No bicycles allowed in these halls." At the public library there is a stand with upright rods, into which the front wheel of the bicycle may be slipped to keep it upright. There are also stands at a few barber shops. What is wanted is a place at every store where wheels may be left while shopping is being done.

THE NEW BICYCLE DANCE.

A New Fad Which May Be Introduced in This City.

Now those in Indianapolis who have heretofore been compelled to choose between cycling and dancing may say, "I'll take both," for they may adopt the plan of the Michaux Club, of New York, and go through the figures of the dance while on their wheels. This is entirely different from the bicycle dances given in this city last year at the Country Club and elsewhere, when the dancers simply wore their cycling costumes and did the dancing in the ordinary way. There was nothing difficult about that to one who knew the dancing steps, but the new bicycle dance will test the skill of many of the best riders, not so much to do their part as to avoid a collision with some one less able to hold his own.

The new bicycle dance was first introduced during the winter by the members of the Michaux Club, or rather practiced, for it was not until a few weeks ago that they attempted to go through the motions for the edification of their friends. There has been only one dance—the Virginia reel—practiced thus far, but the members have succeeded so well in their efforts with that good, old-fashioned dance that they are now endeavoring to produce something more difficult.

The dancers stand beside their wheels, four each side of the dancing floor. When the music begins the first couple mount and ride toward the center, passing to the right of each other. When abreast they each turn sharply to the left at an angle that threatens destruction to both wheel and rider, and circle twice, after which they ride to their places. At the moment when they are leaving the center of the hall the second couple mount and ride forward, reaching the center just as the first couple leaves it. They proceed with the same movements and so on to the end. This is only one of the many figures which the ingenuity of riders may develop from the idea.

The members of the Michaux Club have become so accustomed to this figure that they have already begun practicing several others, and some of the members are trying to arrange a plan for a quadrille on wheels. This will be much more difficult and will require the constant motion of all riders, except at such times as they may meet and stand still, supported by each other.

The Virginia reel would not be difficult for any experienced rider to undertake after seeing it done once, but the other figures would require many days' practice as to perfect "team" work. With the present extreme popularity of the wheel in this city the new bicycle dance may be looked for as one of the features of the summer's amusement.

THOSE WHO HAVE NO BELLS.

An Attorney Descends on the Action of the Police.

A well-known attorney, who rides a wheel, was standing at the corner of Pennsylvania and Ohio streets, one day last week, when a policeman arrested a young man for riding without a bell.

"The city is now assured of peace and quiet," said the attorney. "The police have at last begun arresting these vicious, brutal young men and women who persist in riding without a bell and lantern. It is a good thing for them to have something to occupy their time. For a while they were compelled to persecute the poor saloon keepers, who only wanted to earn an honest living by selling liquid hell on Sunday. Then there was a time when they made an occasional arrest simply because a man persisted in driving a fiery horse down some principal street at a race-track speed. But these times have now passed, and the saloon keeper may turn an honest penny and, at the same time, turn out drunkards, and the owner of a fast horse may place the lives of common, insignificant humanity in jeopardy—it would not make much difference if a few were killed—out this vicious habit of riding along a street on a bicycle without a bell must be stopped; yes, it must be stopped, if it takes the entire police force of the city to do it. There is another thing, too. Some of the riders go so fast that they have no time to stop and add to the honest earnings of the saloon keepers. They must be made to make regular stops wherever they see a beer sign. Yes, I am in favor of reform and do not want to see the honest saloon keeper prevented from selling a little beer on Sunday, when the policemen could do much better occupy their time watching for the vicious bicycle rider who has no bell."

SUMMER BICYCLE TOURS.

A Way for Friends to Spend Their Vacations Together.

From all over the country come reports of tours being arranged for the early spring and summer. It has become quite popular to take an outing and vacation on wheel. A number of young women of St. Paul and Minneapolis have arranged to take a bicycle trip to Chicago early in the summer. They will all wear bloomers. Two married women will chaperone the party. They will take along an army tent, shotguns, and many other things for comfort and pleasure. They expect to be on the road a week or ten days each way. One of the members of the party, in speaking of the trip, said that out of respect to the betrothed species of humanity they would take along one man. He might also be handy in case of tramps or spiders.

This is only one of such parties that have been arranged, but is probably the most novel. In most instances the parties are simply friends who desire to take a summer outing and are tired of the conventional way of going to a summer resort and settling down for a few weeks of monotony, called rest and pleasure, and have concluded that the exercise of wheeling accompanied by the pure air and sunshine of the country, will do them much more good and be more enjoyable, at the same time being the least expensive manner of spending a few weeks or days, as the case may be. While such trips may have been talked of here, nothing has been heard of any definite arrangements having been made.

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